MONDAY, MAY 21, 1806.

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Foreign Tartiff Changes.

The United States Government stands elmost alone among the commercial nations of the world in its refusal to adjust its tariff schedules to the business conditions of the times. In nearly all other lands of commercial importance there is either adoption of a new fiscal policy, readjustment of schedules, or active consideration of new or modified systems. These changes are unmistakably in the direction of larger protection for domestic industry. Unless steps are taken in this country to counteract the influence there can be little doubt that results will be detrimental to American commerce.

Germany, Spain and Japan are among the more recent cases of decided changes. Germany has suspended the operation of her laws for one year, so far as the United States is concerned, in order to give us more time for action. Spain's new tariff lowers the bars to some of our wares, chiefly in lines in which we have no difficulty in finding a market, and raises the bars on goods for which we need a market. Japan's purpose is clearly emphasized in her new schedules. As Consul MILLER of Yokohama says in a recent report: "Japan has entered upon a protective policy, following the United States, and is shaping her course accordingly. She is preparing herself to meet the requirements of the Oriental market, and at the same time protect her industries." To what extent Japan's new policy will affect our sales to her and to her neighbors remains to be seen. As her domestic and export trade in protected manufactured goods increases she will require an increasing supply of raw materials. The extent to which she will be able to develop the resources and the potential resources of her home area, of Formosa, Corea and Manchuria, for the supply of those materials remains for determination; but there is no doubt that she will soon become a commercial rival with whom the world must reckon in Far Eastern trade.

Whether sound or unsound as an economic policy, the system of protection is unquestionably extending. With its more general operation the struggle for markets must become more intense. Good statesmanship would lead the United States to a most careful consideration of its own policy with a view to adapting it to the new conditions of the world market.

Is the Republican Regime in France

The second balloting for members of the French Chamber of Deputies took place yesterday, the electors in each contested district choosing between the two candidates who came nearest to obtaining a majority on May 6. The Ministerialist majority probably will be considerably above 200 on the question of maintaining the separation of Church and State, although on some politicaleconomic questions it is likely to shrink considerably, if not vanish.

Apparently the Opposition will consist of 56 Right Centre Republicans or Moderates, among whom ex-Premier RIBOT is conspicuous, and 122 Reactionaries and Nationalists, the latter term being applied to those who, while disclaiming any wish to establish a monarchy, Bourbon or Napoleonic, would like to remodel the present French Constitution on the American pattern. From the extreme weakness of the reactionary element in the new Chamber many French newspapers argue that the Republican régime should henceforth be looked upon as indestructible. The premises scarcely warrant the conclusion. Up to the last year of the reign of NAPOLEON III. the legislative body contained only a handful of Republican members, yet events were to show that they represented the majority of the people. If, rendered reckless by their numerical preponderance, the members of the bloc, or Ministerial coalition, should in the new Chamber go so far in a Socialist direction as seriously to threaten the principle of individual ownership, to which the peasant proprietors inflexibly adhere, a violent revulsion of public sentiment might be witnessed in France and the political structure might undergo a trenchant change.

Herein lies the danger of the Ministry headed by M. SARRIEN, but really controlled by M. CLEMENCEAU. The Socialist-Radicals, of whom M. CLEMENCEAU is the chief, are likely to number about 165. Most closely allied with them are the Parliamentary Socialists of the Jaurès type, about thirty in number, who are not averse to being represented in a Cabinet. In the case of measures involving concessions to Socialistic ideas. the votes of the fifteen irreconcilable Socialists, who repudiate representation in a Cabinet, could also be relied upon. A total of some 210 votes would thus be obtained, and if to this were added the 200 votes belonging to the Left Centre Republicans, who form the remaining constituent of the bloc, the majority would be overwhelming. These Left Centre Republicans, however, are individualists to a man, being from this point of view the counterparts of the Jacobins, who played so important a part in the first French Revolution. These men heartily support the anti-

clerical policy personified in ex-Premier

inliam which M. CLESS-Exemas: and other Socialist. Endicals have ren themselves inclined to make. Controlling, as we have said, about two hundred votes, they could at any time wreck the present Government by a will be the same in value as the grand combination with the Right Centre Republicana and the Reactionaries.

There is no doubt that the strongth of the Sectations is increasing in France, The vote thrown by them on May 6 was larger by in per out. then that east four years ago. The aggregate, however, falls short of a million, or in other words is less than a third of that cast by tiermist Spelalists when the present Rejeliaing was chosen. To the process of Socialist expansion there are in France insuperable limits. Gradually the Socialist movement may absorb all the miners, together with all the operatives in manufacturing centers, but the first peasant Socialist has yet to be discovered. Nor is there any doubt that the peasant proprietors, coupled with those whose interests are inextricably associated with the land, form a market majority of the French electorate. Since the Boulanger campaign, however, the agriculturists have seldom taken the trouble to vote. They were not even sufficiently concerned in the abolition of the Concordat to come to the ballot box in great numbers this year. The mass of them may show no sign of life until they become convinced that the rights of property are menaced. Then they

will be irresistible. The Sarrien Government, in spite of its huge ostensible majority, has a difficult task before it, because the Socialists are certain to clamor for larger and larger concessions, and the Socialist-Radicals will be disposed to meet them half way, while the Jacobins, who constitute the third and largest factor of the bloc, consider that official acquiescence in Socialist projects has been carried quite far enough.

The New Rapid Transit Law.

While the Elsberg amendments to the Rapid Transit law were pending in the Legislature the most violent charges were made against their provisions from all sides. The lessees of the present road were opposed to them. They declared the changes would outlaw them and prevent them from bidding on future proposed lines. Numerous selfappointed guardians of public interests abused the amendments roundly. They saw in them many jokers, intended to deliver the city into the hands of monopoly, to be robbed at the pleasure of the trusts. Now that the amendments have become law they appear to form a reasonable measure, containing nothing designed to injure the public and placing no obstacles in the way of the Interborough company if that corporation wishes to compete on equal terms with other bidders for future franchises.

The new law will allow the separation of the contracts for the construction and operation of future roads. This was not allowed under the old law. The new law authorizes the city to build, equip and operate roads where it is necessary. This the city had no authority to do under the old statute. The new law decreases the term for which the franchises may be leased and revokes the power the Rapid Transit Board heretofore possessed to grant franchises in perpetuity It also provides for the construction of pipe galleries in new subways, and enacts that when a vacancy occurs in the board it shall be filled by the Mayor's appointment, and not by the surviving members of the board, as has been the case.

Since the creation of the present board it has been unique among administrative commissions in that it has been self-perpetuating. When a Commissioner retired his successor was elected by the remaining members. The original members were named in the statute, and Mayor McClellan is the first executive New York city to have the power to name a Commissioner. The commission did not oppose this change in the law. The old system was opposed in many influential quarters on the ground that in principle and practice it was undemocratic and at variance with the spirit of our government. This criticism was unquestionably well grounded, but no ill effects have been suffered by the community on account of the peculiar character of the commission.

The new law does not seem to be unreasonable or unjust to any interest, public or private. In operation it may prove defective, but if it does, future amendments will improve it.

What Is the Total of the World's

Commerce? The Department of Commerce and Labor submits a statement that "the world's international commerce will aggregate fully twenty-five billions of dollars in the year 1906." We are not quite convinced of the accuracy of this statement. The explanation is made that "by the term 'world's international commerce' is meant the imports plus the exports of all countries" from which reports were available. It seems to us that this method of computation doubles the actual. The total commerce of a given country is the total of imports plus exports. The respective items refer to different commodities, and distinction is made in statistical reports between merchandise imported for consumption and for reshipment.

The report does not give the trade figures of the different nations, but some of them may be quoted for the purpose of illustration. The export trade of some of the leading nations stands as follows,

in round figures:	
United States1905	\$1,500,000,000
United Kingdom1905	1,500,000,000
Germany1904	1,250,000,000
France1905	950,000,000
Netherlands1904	800,000,000
British India1905	500,000,000
Russla1904	500,000,000
Italy	300,000,000
Belgium1905	420,000,000
Argentina1905	320,000,000
Canada1905	190,000,000
Brazil1904	190,000,000
Switzerland1904	170,000,000

The eight and one-half billions of export sales here represented probably constitute about two-thirds of the world's

total, say twelve to thirteen billions of Insancoh as what is sold by all in also hought by all, it seems a duplieation of the account to include both import and export figures.

As a theory the grand total of exports total of imports. As a fact the figures do not tally, by reason of changes in appraised values at ports of entry Thus, for the floral year 1965 we report our asporte for Camada on \$140,000,000, while Canada reports her imports from the United Status as \$100,000,000. But it seems that the total of the world's international commerce is represented either by total of imports or total of exports and not by the addition of both.

The fast of the Redeoute.

The Royal Engineers and the Royal Garrison Artillery marched out of their bucrucke nege Victoria, S. C., on May 17 and entrained on their way to England. They were the last British troops on Canadian soil. Some of them have withdrawn from the service and have otned the Canadian forces which will form the new garrison, but they remain as soldiers of Canada and not of Great Britain. Hereafter, all Canada's military stations will be garrisoned by Canadian troops

A long and wonderful experience is fored by this event. Volumes upon volumes have been written without exhausting the story of the work of the British Army in America. It is a tale of thrilling incidents and bitter hardships, of gallant victory and sore defeat. closing chapter may now be written.

By the departure of the last of the British forces Canada takes another step toward nationhood. She assumes her own military defence

The Belated Lafayette Statue.

The school children of the United States who had contributed \$50,000 toward the fund for the erection of an equestrian statue of LAFAYETTE in Paris were distressed to hear in February, on the authority of Colonel M. A. WINTER of the Minute Men, a Washington organization, that the statue of staff which was dedicated on July 4, 1900, was still in place, weatherbeaten and unsightly, and that the bronze statue which was to be substituted for it had not been completed after six years of endeavor by the sculptor, Mr. PAUL WAYLAND BARTLETT. Colonel WINTER'S information was that various parts of the makeshift had succumbed to the elements from time to time, so that it became necessary to supply others and go over them with bronze paint, with the result that the temporary Lafavette was an evesore and a heartache.

The school children and the other contributors will be glad to learn, on the authority of Mr. ALEXANDER H. REVELL of the Memorial Commission, that the permanent statue is almost completed and promises to be not only creditable to American art, but worthy of its splendid site in the Court of the Louvre. It should be understood," says Mr. REVELL, "that the equestrian statue of LAFAYETTE is not an ordinary undertaking. Not only must it fitly represent the spirit and heroism of the youth enthusiastic for liberty, but it must also be in style and quality in harmony with its setting, the Palace of the Louvre."

In accepting the plan of the statue the French Government proposed that the execution and erection of the work be supervised by M. George REDON, the architect of the Louvre, and by the sculptors, M. PAUL DUBOIS. director of the Ecole des Beaux Arts; M. EUGRNE GUILLAUME, director of the Villa Medici at Rome, and M. HENRI ROUJOUX. M. REDON is responsible to the Ministry of Fine Arts for any work placed in the palace and gardens of the Louvre.

Mr. BARTLETT's staff model was not an unqualified success, and he was not satisfied with it himself. In the brief time allowed him before the day of dedication (during the international exhibition) he could not do justice to his own conception. The new model seems to be praised by everybody, and Mr. J. Q. A. WARD, chairman of the American jury, is reported by Mr. REVELL to say that the new design is "something that will live in art-a statue that will be unrivalled in the history of American sculpture." M. REDON declares that it is "quite remarkable for its qualities of youth and sentiment, and will therefore be quite worthy both of America and

Mr. BARTLETT promises the statue for this year. Whether he has been a long time about it depends upon the point of view, and since its excellence is vouched for there can be no other criticism. The American public is being slowly educated to understand that a time limit cannot be put upon the production of a work of art. By now it ought to be familiar with the delays of genius. which never works by rule of thumb. Other sculptors than Mr. BARTLETT might be named who seem to have taken an unconscionable time to perform their contracts. The greatest of all American, sculptors is rather famous for the hope deferred. Apropos of Mr. BARTLETT's six years and more of dallying with the Lafavette model, M. GEORGE REDON says: "In France we are not in the habit of tying our artists down to any particular time." So let us have patience, and we may be rewarded by an imperishable Lafayette.

"The Voice of Democracy."

While the Missouri Democrats are reaffirming" their belief in the Jefferson of Nebraska the St. Louis Republican, knowing how hard it will be for the various kinds of Democrats to "get together," warns against too definite a

" in reaffirming the principles of Jeffersonia Democracy the Democrats of Missouri do not need to expand their resolutions with multitude of words. The simple mention of JEFFERSON'S name expresse hostility to most of the things that the Republican party has done, is doing or wants to do."

National political platforms are too long winded. They are dropsical with words and padded with irrelevant stuff. The object is to "goldbrick" as many

form for sound only, why not build a platform with equal rights for all to guoss at its meaning and sportal defini-

tions to none? For example: The fremovereto egets of the United States ethnial convention assembled, declares the devo-

tion to Tibutes (APPRISONS) We confirm Thomas / orgrance.

We demand Toronto Jeffrence.

" It's favor the engetment and administ f jafferemine inwe-We condemn, capter and describe at other

The companies in Williams concerns they No previous personal representative of ruses

union petrotytes and Torogen (ppfeners) As the wine St. Louis philosopher says, "Republican chumps who imagine the Democrate have no incise left will he undeceived."

JEFFERSON and exceptial Joffersonian principles are always left and pretty badly left, usually

Three downtrodden foreigners in Hasie ton, Pa., ate forty pounds of ment the other day. Where is the Hon. Rosser Hearns? day. Where is the Hon. ROBERT HEVERNY Where is the Hon. John Spanco? Famine is "stailting" in the coal regions. The deep thinkers and quick statisticians ought to tabulate the dread regulta.

Professor FRANKLIN HINNY GIDDENGS sighs over the waning of liberty and the love thereof in the United States. But what does liberty amount to? States may he saved without it, by the all enfolding arms of sociology.

Mr. TILLMAN, too, should keep a diary. It would hite like Jour Quincy ADAMS's

It is always a pleasure to bathe in the revetal purity of Mr. HENRY JAMES'S English. It is a surprise and even a pain, however, for the reverent Jacobean to find the pellucid one describing himself erroncousty, as in this passage of his Washington impressions and repressions:

Is the man ' up to it,' up to the major heritage the man who could, originally, so inconceivably and for a mere mess of pottage, if there ever was one, let it got I think it not merely fanciful to say that some dim, distressful interrogative sound o that sort frequently reached, in the Washington The sea is restless. Americans are rest

ess. Mr. James is restful and gives calm. Between his subjects and predicates, in little pools and lakes banked with dashes or locked in insubordinate subordinate entences, the reader floats to slumber.

But look at the British woman suffragist They groan. They hoot. They disturb They sing the Marseillaise Parliament. They yearn to be arrested. They talk fighting for their rights and dying in their boots. They scare the lions in Trafalgar Square. They might make even the restful analyst restless.

A "Lourden Cure."

To THE EDITOR OF THE SUN-Sir: I have no greater belief in miracles than has Prof. Goldwin Smith, nor am I any more of a Catholic than he is: but I know of an instance of a "Lourdes cure" New York city which is remarkable, however may have been effected, objectively or subjectively She was laid up for some time, and then the right leg began to lose its strength. Within a year she was unable to walk except with a strong steel brace to keep the foot in position. Being possessed of ample means she had the best physicians, special ists and others, that could be procured. She also resorted to remedies not exactly in the profession. But none availed, and she gradually grew wors The only consolation-not a cure-she from one physician, who told her th could be done except to cut a tendon in the ankle and stiffen the joint, which would make ber a cripp or life, though she might walk without the hea brace. This treatment she declined.

Although a Catholic, she had not thought to Furone, and while there visited Lourdes, but not with a very strong faith. She remained about twenty-four hours, or possibly eig but long enough to try the waters three or four prayer at intervals. That was about the extent of her "treatment," and at 9 o'clock in the evening she left for Paris. The following night in Parishe knels by her bedside-still unable to walk un assisted-to say her prayers, and when she aros from her knees she walked across the room without the brace and has not used it since. From that time she walked unaided, and as soon as the leg had resumed its normal condition, for it had shru and has continued to do so.

If this young woman were of the temperament of some, I could easily understand the influence of psychology upon her case, but she is eminently sensible and practical, and if Prof. Smith could talk with her I believe he would wonder a little I have no faith whatever in miracles, but this in stance is puzzling, to say the least.

Philadelphia Awakening.

To THE EDITOR OF THE SUN-Sir: I was in Philadelphia the other day, and bad occasion to ride in an elevator. Among the passengers was a messenger boy. When the elevator was between the seventh and eighth floors the boy called out "Seventh!" The operator backed the car, and poking at the boy obs wed, "Wake up!" Again, I was in a restaurant. A guest who sat near me appeared to be getting impatient and presently addressing the watter, "When," said he, "am I going to get that steak? Wake up!"

I was in a trolley car. At one stage of the route

wagon loaded with sand appeared before us on the track. The motorman rang his bell and hanged the dashboard with his tron rod switch opener, but the load of sand moved along serenely, as if unconscious of the din. At length the motorman roared: "Wake up, there! Wake up!"

Now, what are we to infer from the prevalence
of this phrase in Philadelphia" EXPLORER.

NEW YORK, May 18.

TO THE EDITOR OF THE SUN-Sir: I note your answer to the correspondent who objected to the factories of New York city being open and at work on Sundays. I think you will find that most of the workshops that are open on Sundays are open every other day of the week. The defence of keeping some other day "holy" they would not make generally because it would be perjury. The facors should enforce the law NEW YORK, May 19.

Universaily Proper.

TO THE EDITOR OF THE SUN-Sir: Is it proper to address an appointed officer of the State of Federal Government with the prefix "Hon."? I do not mean to include in my query persons holding diplomatic positions or who have previ elected to public office and later ap ously b pointed to some other public office; in that case the "Hon." holds over, anyway; it's like being a Col." in Kentucky. LETTERWRITER

The Poor Old Mother Tongue TO THE EDITOR OF THE SUN-Sir: The cable despatches published to day bring word of a pro-posal made by the American Ambassador at the Court of St. James's that an "International allince" be formed "for the preservation of the Eng-Then who will save the language from the alli-

NEW YORK, May 20. An Open Letter. TO THE EDITOR OF THE SUN-SIF Oh! B. R. T.! Why do you not Give open cars these days so hot?

These closed cars are the very D. NEW YORK, May 19. Quatrain in Three Lines. Four lines are not needed, So to give a simple ciue

We'd also like to smoke, you see;

THE ST A DIGHT.

WARRENGTON, May 13 .- A trip from No York to Gusyaquil by the way of Cape Horn involves a con voyage of 11.470 miles. When the Panama Canal is opened the royage will be abortened to 2,86¢ miles. The early history of Renader is associated with Planero's copages of discovery and composes on the Pacific Coast (1928-1928). friend his first and second expeditions he entered the incher of (husyaqui), although no settlement was attempted intil his later voyage, made after his return to Spain to obtain from the Crown theofficial authority to saise and hold the newly discovered country. On this, his third voyage, southward from Panama, he camped for some months on the Island of Pone, is the Out Consympted. On these intend the traveller of fooday, clateing Ecuador, will be hold up for oustoms and quarantins resmins-

From this island Pleaser started on the expedition which gave him confrol over conder and Para through the awful masof the great Inca lander, Atahusips. Reforring to the Ecuadorean portion sountry thus occupied, the historian, Willim H. Prescott, says: "Few of the works of nature are entertated to produce impressions of higher aublimity then the aspect of this coust, where mountain is seen to rise above mountain, and Chimboraso, with its glorious canopy of snow, glittering far shove the clouds, crowns the whole as with a celestial diadem." Along the coast there lies a strip of level land varying in width but rarely exceeding sixty miles and in nany places coming far short of that. Here the climate is not, moist and unhealthful. Behind that stand the footnills, and behind them the towering summits.

The country takes its name from squator, which bisects it. Its area is not accurately known, but it may be given as approximately 120,000 square miles, or about twice that of the State of Much of it is quite hopeless for productive ses, but there is a large area of so high a degree of fertility that it will some day become an important source of supply for special products. The population of the country is about 1,300,000, two-thirds of which is classed as Indian and all except a very small percentage of the remainder as of mixed blood.

From the time of Spanish settlement almost until the present day Ecuador has been a land of political turmoll. The rule of the Spaniards was brutal and greedy With constant protest and frequent revolt, the people bore their burdens until 1809, when an independence movement started in Quito. This was suppressed for a time, but it was not stamped out. It reappeared and the struggle continued until the formation, in 1819, of the United States of Colombia, which included the present Venezuela, Colombia and Ecuador. This lasted until 1830, when it was dissolved by the separation of Venezuela and the declaration of independence by Ecuador. The history of the country since that time shows a long list of insurrections, revolts and political outbreaks.

What sugar is to Cuba and what coffee to Brazil cacao is to Ecuador. She produces about one-fifth of the world's total supply. Her output in 1904 was 28,433 tons, nearly one-half of which was sent to France. The greater part of this product comes from the coastal plain, which is peculiarly well adapted to this particular industry Another important export product is the ivory nut, the vegetable ivory of commerce From 20,000 to 25,000 tons of these are exported annually. The shipments of 1904 were valued at \$1,100,000. Little is done in the way of export manufactures with the exception of the so-called Panama hats which come from Ecuador instead of from Panama. These were shipped in sufficient quantity in 1904 to add \$443,380 to the export commerce of the country.

Guayaquil, a city of some 60,000 inhabitants, is the port city and the commercial capital. It lies at the head of a beautiful bay, but the beauty of its environment is a far better subject for favoral than are its health statistics. Quito, the political capital, is up among the hills at an altitude of 9.371 feet above sea level, a curious, isolated place, rich in its ancient history and poor in almost everything else It was the residence of the last of the Incas. and has made no very remarkable progress since their day. So far as climate is concerned it is perhaps the most delightful place on earth. It has been called a land of perpetual June. Living is cheap, the market amply supplied, and the fruits and the coffee of the country are delicious.

A railway from Guayaquil is being pushed rapidly toward Quito, and another line is projected from the coast town of Esmeraldas, northwest of Quito. In the construction of the Guayaquil and Quito line stupendous obstacles have been encountered but the heaviest part of the work is now completed and progress on the remaining work will depend chiefly upon political peace and available funds. In a report made by the Minister of Agriculture and Industry two or three years ago the follow-

ing comment appears:
"Not much time will have passed when the inter-Andean railway, vanquishing all the obstacles which have halted our progressive march, will salute the wall of the Andes and come with the whistle of the locomotive to awaken the spirit, almost dead, of our mountain populations to the civilizing influence of industry and commerce. The line of iron and steel, covering a distance of 500 kilometres (310 miles) will traverse our climates and will go collecting in its train diverse productions to bear them to our ports and deliver them to the commerce of the world." A plan is under consideration to build a 100 mile branch from the Guayaquil-Quito line, at Ambato, running to the Curarey River. This stream joins the Amazon near Iquitos, in Peru, which is the head of ocean navigation. This line, by rail and river, would open a considerable district of tropical land east of the Andes and give to Ecuador a domestic line of transportation for the rubber and other forest products in which the district is reported to be exceedingly rich.

But the Ecuadoreans are not all dead or leeping. A goodly number of them are fully alive to the possibilities of their land and eager for its industrial development They have, moreover, abundant reason for belief in its potential richness. It will take time to accustom the people to habits of persistent industry, to develop among them a collection of social and physical wants as a stimulus to individual activity. It will also be a matter of some time before investors will be able to secure a sufficient supply of labor to do all that can be done in Ecuador. There are large possibilities ance? Can't the poor old mother tongue be left warr'ture and pomology, in the explain tation of forest resources, rubber, cinchona, gums, hardwoods, vanilla, spices and lac and there are unknown possibilities in the line of mineral wealth. Ecuador's neighbors. Peru, Bolivia and Colombia, are known to be mineral countries, and that is every reason for belief that Ecuador, lying be tween them, is as rich as any of them. She may yet prove to be the richest of them all. Certainly from somewhere in the vicinity the old Incas obtained the gold which they decorated temples in lavish manner and out of which they fash-

oned both ernaments and articles of un

Engador's normal import trade at pront may be given as about \$7,000,000 a years as about \$7,000,000 a years Its asports have increased from \$1,500,000 (grote \$11.450,000 in 1904. Of the exports 1904 the sum of \$5,600,000 is credited to carear. Coffee was shipped to the value of sien, and rubber to the value of a little more than \$600,000. As quoted above, exports of ivery huts were valued at \$5, us ers. Citity a modest share of this owner to the United States. We take the larger part of Econolor's cutstor export, a fair quantity of orego, some fvery outs, Paname hate, hides end a little coffee. Our purchases amount to atomic \$1,500,000 a page. We exist her in 1905 merchandles of a value of \$1,000,000, principally land, flour, Rerosens, lumber, rastront material and hardware.

NEW YORK POUNTAINS.

why are they so steets from theautiful Than the Water! run forten of Tun fire Sir I should like to say a few words in research to the plinting who, to all appearances, has designed the public foundation of New York. I suppose he will eas, What is the matter with them? Is not the water heavistil? Poes it not squirt magnificantly aloft and fall in exact according

Yes, the water is beyond criticism, and I suppose not one person in ten sees any of the other essentials of a beautiful fountain. Nevertheless, an imperfect detail in construction is as slaring to a discorning oye as a crooked leg on a statue, and is equally fatal in the seed of th or with the laws of physica?"

tion is as glaring to a discorning eye as a crooked leg on a statue, and is equally fatal to its standing as a work of art. Let us get down to details and state haphasard what is the matter with a few of them.

To begin with, the jets in the fountains at Hudson Park, Washington Square, Stuyvessant Square, and I know not how many others, are perched most ungracefully upon prortiding lengths of friety from pips from six inches to over a foot above the surface of the water. Every inch of visible piping about a fountain is an artistic calamity.

To continue, one of the stone turtles in Hudson Park seems to have a permanent stoppage in his geophagus: in Union Square the let is off the centre; and the submarine effect seem th Madison Square and at the end of the Mall in Central Park, far from producing that sensation of restfulness and peace so grateful to city dwellers, stirs up instead yague recollections of our last trip abroad. Not enough pipe is as bad as too much.

Finally, the fearful monstrostry in City Hall Park masquerading as a—but I an deserting the realm of the plumber. To him, on further reflection, I apologize. His work is all right from a plumber's standpoint—it delivers the goods, and he should not be compelled to bear the onus of adverse criticism which rightfully belongs to another. The trouble is with the same old "man higher up," who either knows me better or doesn't take the trouble to look after such trifling details.

In self-defence I will say I am not a member of the plumbers' union. I am interested, but not financially. New York's water is as surroudings to the same standard of excellence?

New York, May 20.

NEW YORK, May 20.

The Art of Being Well Born.

Harelock Flits in the Nineteenth Century. Eugenic certificates, according to Mr. Francis Salton's proposal, would be issued by a suitably constituted authority to those candidates who chose to apply for them and were able to pass the necessary tests. Such certificates would imply an inquiry and examination into the ancestry o the candidate as well as into his own constitution health, intelligence and character, and the pos ession of such a certificate would involve a su to the average in all these respects. No one would be compelled to offer himself for such examination, just as no one is compelled to seek a university degree, but its possession would often be an advantage. There is nothing to prevent the establishment of a board of examiners of this kind morrow, and we may be sure that, once estab lished, many candidates would hasten to presen themselves. There are obviously many position n life wherein a certificate of this kind of superiority bould be helpful. But its chief distinction would be that its nossession would be a kind of patent of natural nobility: the man or woman who held would be one of nature's aristocrats, to whom the future of the race might be safely left withou

From the Electrical Review.

Newer applications of the electric motor are no valiable for the household which, perhaps, are not available for the Budgator winds, ferriage, are no so generally known. Electric dishwashers can be had, which relieve this necessary process of all its drudgery. The electric fron greatly lightens the labor of this part of the work. Knife cleaner and grinders can be had which are electrically driven by a small motor. In fact, any household appliance which requires turning can be driven cover the comforts to be had from the use of this small servant, for many other uses are being found for it which contribute to the comfort of all. Elec trio hair driers are now available for those who need them, and electric vibrators for those whose systems are benefited by such stimulation. It will probably not be long before electric sweepers can be purchased, which will not only make that labor easy but entirely prevent stirring up of dust. n fact, electricity bids fair to convert the home nto a palace of luxury and assist mightily in solv ing the servant problem.

No Chemicals for the Blondines.

From the San Francisco Chronicle. It's a bad day for the artificial blondes. ortage of the supply of peroxide, together with a carelessness as to appearances, has resulted in many peculiar coffure combinations. The blonds of Festerday, who was the brunette of day before yesterday, will be the blonde-brunette of to-morrow. Inability to secure the drug and lack of attention to her crowning glory is the reason.

One of them walked up Fillmore street the other day. Her carriage was airy, her demeanor chic --her hair yellow blond. That is to say, part of was blond. It didn't take even a clos observer to note the startling fact that in near

the roots her hair was black. There was nearly

half inch of this black hair. There will be more in a few days. If she doesn't immediately begin the

work of reconstruction the neighbors will be talk-

The Kind of Fiddler Bob Taylor Is. From the Nashrille American. We may add, with some risk of giving offence to the gental ex-Governor and Senatorial nominee, that he is not much of a fiddler of any kind. He can "play a few tunes" well enough to keep 'em going at a country dance, but the woods are full of better fiddlers than Robert. As a fiddler he is hardly the equal of Jim Taylor of Winchester, and leems is no Ole Bull or Paganini, though he does manage to consecutively assemble most of the notes in "Cracklin" Bread," "Arkansas Traveller," "Natchez Under the Hill" and "Old Gray Hoss Came Tearing Down the Wilderness." In his earlier days
Bob officiated as fiddler at a few puncheon floor shindles in the Watauga settlement, but he car talk of the fiddle more eloquently than he can play It he should object to this statement we are ready to withdraw it.

To the Editor of The Sun-Sir: A sporting goods store has discovered a means of relief from the man with the muck rake. It has in its window large sign with this legend: in Government Cleaners; Only 25 Cents. BROOKLYN, May 19.

From the Kennebec Journal.

Mrs. John Gatchell of Brunswick made a batch of pumpkin pies this week, using a sixteen po mpkin that had kept sound through the winter.

From the Eldorado Republican. The two happiest people in this county are the arents of thirteen daughters, all bright, smart and od looking.

Superstition Smashed in Kansas.

An Unkind Cut. Angler-Yes; I landed such a big fellow that i Friend-Why didn't you begin talking to him

His Rate Bill. Mother-But you advertised half rates for chil-

Summer Proprietor-Yes, ma'am, just half a

Bucelics and Georgies. The grim and stormy days are gone And summer's almost here! When Rube, b'gosh, Will "blow himself" To cold root beer,

AMBRICA'S FORMER GLORY. Days When Our Mercantile Marine and passed England's.

To run Eprion or THE Stn ... Str nose future a banquet will be arrest veloe our Explorings, Organization out hespeak the epoch. Americans how terman ships can be coa profit cost making offic with our damp our mateantile stage mar. We will be fold what a wenderful people are, that the friendship between the concept of the respective nations is not reprid and familiaring. That Wilhelm research flex and l'itreen flowerest are as the twin flutter flore filterior in wire an opinson or two, we will our endenbiraton mit Madaira funbedehiosatchmistereer Cabinet Print nich Apatesse. All in all our ferman will do the "decent" according to it they will receive us with open feasted tally, and then leave it to us to might have happened had no might have happened had not a sighted theverment hilled the glorion tempts and efforts of that patriot Are Edward R. collins. Epon arriving he will shed one hard hate and asheator light the last perfects and links had the gray phot, when the Vanked steam of designed by theory Steers carried the on the fore and swept the Western too. Edward R. Collins was a conspicue

York merchant, the head of the Dramatic line of sailing packets, a gen of devoted patriotism, of the highest and character. amed Collins line was called to the corporate name of the New the corporate name of the New York and Liverpool United States Mail Steamahing Company, the board of directors bored James Brown, Edward K. Collins W. S. Wetmore, Steward Brown and Elisha Steamahing The company had a paid in capital of \$1.200.000. The state subsidiry offered was \$2.50.000. The state subsidiry offered was \$2.50.000. The state subsidiry offered was \$2.50.000. The state with the Cunard line had started with its alow steamers ten years before, and avery much smaller sum than it was receiving. The Cunard ships were then of an average size of about 1,500 tons. Our Government stipulated that the new American ships should be at least 2,000 tons. Mr failins went far beyond this. He caused to be constructed in the best yards of New York its one, were built by W. H. Brown, under the supervision of George Steers of the yacht tons, were built by W. H. Brown, under the supervision of George Steers of the yacht tons, were built by W. H. Brown, under the supervision of George Steers of the yacht from America fame. The Baltic, 2,723 tons, and the Pacific, 2,707 tons, were constructed by Brown & Bell. The machinery of the ships was furnished by the Novelty Iron Works and the Allaire Works at New York. Later 11857 the Adriatic was added to the line. The hull of this vessel was added to the line. The hull of this vessel was added to the line. The hull of this vessel was added to the line. The hull of this vessel was added to the line on load line, 343 feet 3 inches; depth of hold to spar deck, 33 feet 2 inches; depth of hold to spar deck, 33 feet 2 inches; draft of water when light 17 feet 1½, inches. The vessel was fitted with two osciliating engines by the Novelty Iron Works. Her consumption of coal was 90 to 85 tons every twenty-four hours. The paddlewheels of the Adriatic were 40 feet in diameter, with thirty-strong the steamer had two sunokestacks, set fore and aft, 46 feet high by 7 feet diameter.

In the model these great steamships resembled the beautiful American salling packets but they had characteristi United States Mail Sten Company, the board of

a day. The machinery of the Arctic and the other great vessels was as admirable as the hulls that bore it. Their engines were supported by solid cast fron beams and wrought fron columns and braces and were the most splendid examples of marine engineering of the period. Chief Engineers Sewell and Faron, U.S. N., had a great deal to do with the designs and specifications. To offset these ships the Cunarders put out the Asia and Africa, but at no stage of the game were they equal to the stately Collins liners.

Lindsay, the British marine historian, had this to say after examining the Arctic. Her equipment was complete and of the highest order, while her cabin accommodations surpassed those of any merchant vessel Great Britain then possessed.

Between January and November, 1852, the Collins line conveyed 4,306 passengers; the Cunard line, 2,909. Even when Mr. Cunard put greater nominal horse-power into his ships, as he did with the Asia, which had a horse-power of \$16, against 800 of the Pacific and Atlantic, the American setpy constantly in front. Lindsay attributes their superiority in speed to the American methods of management, to their "effective boilers and ability in their preparation." day. The machinery of the Arctic and the other

management, to their enective ability in their preparation.

The Cunard line was receiving \$856.871 subsidy a year for ships that were much less costly than the Collins steamers, smaller, costly than the collins steamers, smaller, alower less adapted to war purposes

subsidy a year for ships that were much less costly than the Collins steamers, smaller, weaker, slower, less adapted to war purposes and incapable of rendering a first class service. The new policy of subsidy protection to ocean steamiships had been wonderfully successful in the United States, though Congress lagged ten years behind Parliament in adopting it. In 1847, Defore the effect of mail contracts began to be perceptible, and, indeed, before most of them had been made, the United States possessed only 5,631 tons of steamships registered for deep sea carrying. These were chiefly steamers which touched at Havans or other West Indian ports. With the starting of the subsidized Havre-Bremen service our registered steam tonnage rose in 1848 to 16,068 tons, and from that year in 1855 the increase was large and constant. In 1849 we had 20,870 tons; 1850, 44,942 tons; 1851, 62,390 tons; 1852, 79,704 tons; 1854, 05,036 tons; 1855, 115,045 tons. Although Great Britain was a decade ahead of us in subsidy fostering of her steamship interests, we had gained so swiftly after 1848 that in 1851 our steam fleet and Britain's were practically equal.

The Adriatic became a British troop shin in the dark days of the civil war. Can the American eagles on the paddle boxes have felt a home under the Union Jack? Before the Adriatic was accepted for the British mail service she had an official trial in March, 1891, and made four runs on a measured mile at an average mean speed of 15,908 knots an hour.

Even though the loss within two years of two of its four ships was a crushing misfortune to the Collins line, in neither case could the corporation be held culpable. Both the Arctic and the Pacific were destroyed by what seemed unpreventable causes. Their commanders, Luce and Eldridge, were two of the most capable and experienced seamen ship enterprise had such a melancholy record of wreck and death as the Royal Mail Steam Packet line to the West Indies. Indeed, so fine was the reputation of the Collins service that not even those t

Days. H.

Arctic, February, 1853, eastward... 9 23

The writer recently met a citizen of German birth; it was at one of the ferries in Hoboken. A ponderous German liner was docking. The German-American citizen turned to me with fine scorn, saying: "Dass nenn ich ein Schiff (pointing to the vessel). Was habt Ihr? Paar alte Kasten mit Englischer Bemannung: überhaupt von Oceandampfern habt Ihr keine Ahnung."

The writer had no defence, with the four funnels of another German ocean racer looming above a pier shed a few blocks away. The explanation that it was the easy going Americans who stood in their own light that allowed foreign corporations to wax fat and prosperous would have fallen flat as an argument, and the writer thought gloomily of the past. The remarks of the "German-American" prompted this letter.

FERDINAND KAEGEBEHN.

HOBOKEN, May 16.

First Official-What Is your scheme for subway Second Official-Through the newspapers.

In Scribner's Magazine for June Mrs. Mary Tap oan Wright, Mr. W. S. Moody, Mr. J. B. Connolly and Mr. Sewell Ford contribute interesting short stories, and Mr. Hopkinson Smith continues his serial. Remarkably good pictures illustrate Mr. Curtis's article on the Indians and Mr. F. M. Chap-

man's paper on English birds. Mme. Waddington has a charming description of an unknown Norman town. There are six poems.